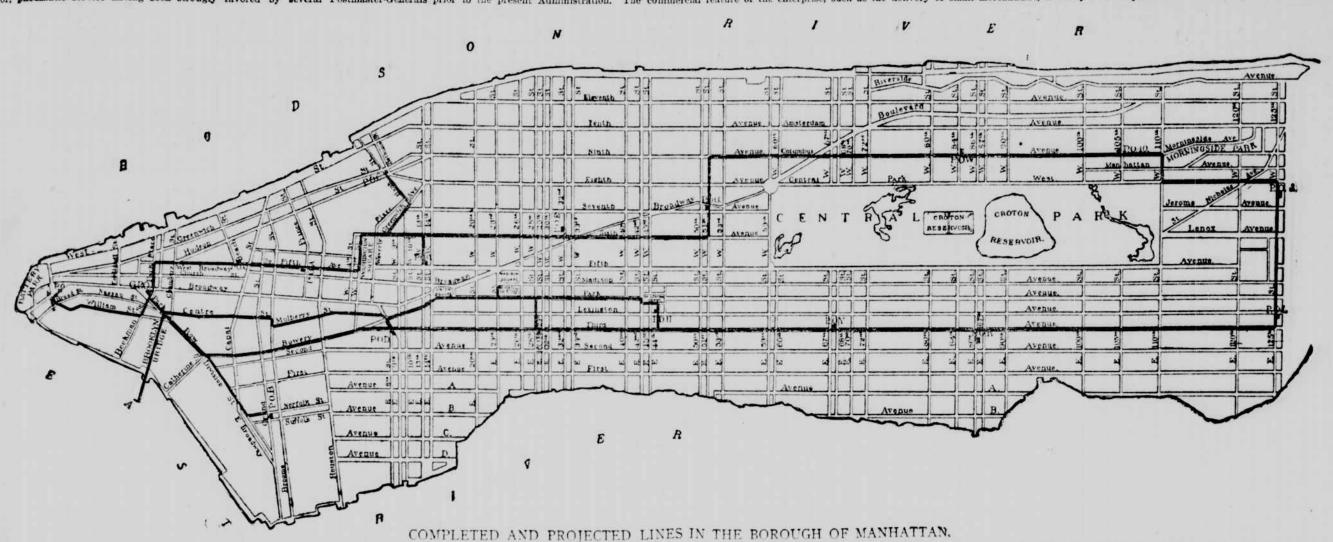
## EXTEND THE PNEUMATIC MAIL SERVICE IN THE TERRITORY OF GREATER NEW YORK.

NOTEWORTHY PETITIONS FROM LEADING CITIZENS TO THE POSTAL COMMITTEES OF CONGRESS, ASKING FOR IMPROVED FACILITIES ON BOTH SIDES OF THE EAST RIVER.

The petitions printed below, asking for the speedy extension of the Pneumatic Mail Tube Service in Greater New-York will be handed to-day to the chairmen of the Postal Committees of both houses of Congress. The petition for the Borough of Manhattan will be presented by the Hon. Addia E. Stevenson, late Vice-President, and that for the Borough of Brooklyn by the Hon. R. Ross Appleton, ex-Collector of Taxes. The signers of the petitions include the leading men in banking and financial circles, in the drygoods trade and other lines of business, and in professional life. The names speak for themselves. Presidents of railroads, banks and trust companies; Justices of the Supreme Court; present and former officials in large numbers; eminent clergymen and lawyers; leaders in trade and commerce—as well as other prominent of the supreme Court; present and former officials in large numbers; eminent clergymen and lawyers; leaders in trade and commerce—as well as other prominent of the supreme Court; present and former officials in large numbers; eminent clergymen and lawyers; leaders in trade and commerce—as well as other prominent of the supreme Court; present and former officials in large numbers; eminent clergymen and lawyers; leaders in trade and commerce—as well as other prominent of the supreme Court; present and former officials in large numbers; eminent clergymen and lawyers; leaders in trade and commerce—as well as other prominent of the supreme Court; present and former officials in large numbers; leaders in trade and commerce—as well as other prominent of the supreme Court; present and former officials in large numbers; leaders in trade and commerce—as well as other prominent of the supreme Court; present and former officials in large numbers; leaders in trade and commerce—as well as other prominent of the supreme Court; present and former officials in large numbers; leaders in trade and commerce—as well as other prominent of the supreme Court; present and former officials in large numbers; leaders in trade and commerce—as well as other prominent of the supreme Court; present and the supreme Court citizens—unite in asking from Congress an appropriation that will assure rapid transit of mails throughout the city. The interest in the subject has been found phenomenal. Postal pneumatic tubes are no longer an experiment. The system has been successfully used in Philadelphia for six years. The circuit between the General Postoffice and the Produce Exchange in this city was opened last October, and since then 95 per cent of the mail between those points has been sent by tube, to the entire satisfaction of the Postoffice authorities and the people. The circuit to the Grand Central Station is on the point of completion, and will be opened next week, reducing the time for the transmission of letters between the Postoffice and Forty-second-st, from about two hours to five or six minutes. Pneumatic tubes have also been successful and the completion of the completio cessfully introduced in Boston, and other cities are clamoring for them. A temporary stoppage of work on the line of tubes being laid over the Brooklyn Bridge has been occasioned by the desire of the new city officials to investigate the contract rights of the company on the Bridge has been occasioned by the desire of the new city officials to investigate the contract rights of the company on the Bridge has been occasioned by the desire of the new city officials to investigate the contract rights of the company on the Bridge has been occasioned by the desire of the new city officials to investigate the contract rights of the company on the Bridge has been occasioned by the desire of the new city officials to investigate the contract rights of the company on the Bridge has been occasioned by the desire of the new city officials to investigate the contract rights of the company of the new city officials to investigate the contract rights of the new city officials to investigate the contract rights of the new city officials to investigate the contract rights of the new city officials to investigate the contract rights of the new city officials to investigate the contract rights of the new city officials to investigate the contract rights of the new city officials to investigate the contract rights of the new city officials to investigate the contract rights of the new city officials to investigate the contract rights of the new city officials to investigate the contract rights of the new city officials to investigate the contract rights of the new city officials to investigate the contract rights of the new city officials to investigate the contract rights of the new city officials to investigate the contract rights of the new city officials to investigate the contract rights of the new city officials to investigate the contract rights of the new city officials to investigate the contract rights of the new city officials to investigate the contract rights of the new city officials to investigate the new city of th No serious delay, however, is anticipated, and it is expected that the work of laying the tubes there will proceed within a week; and the Borough of Brooklyn will thus speedily enjoy the advantages of this most important circuit. In giving the people the bene fit of postal pneumatic tubes the Government is not called on to make any outlay except for the rental of the tubes. The appropriation asked for from Congress will not be used in constructing and operating the pneumatic lines, but merely in paying for the use of the tubes. many order. The Tubular Dispatch Company proposes to give a service superior to that of London, Paris, Vienna, Berlin or any other city in the world where pneumatic tubes are employed. In foreign cities tubes three inches in diameter are used; here tubes eight inches eight inches eight inches eigh have been laid, giving vastly greater facilities for the dispatch of mails, and still larger tubes will undoubtedly be used in the near future. The cost of this vast work will be enormous. All that the company has done thus far has been to carry out what the Government has aked for, pneumatic service having been strongly favored by several Postmaster-Generals prior to the present Administration. The commercial feature of the enterprise, such as the delivery of small merchandise, is vastly more important to the company than the mail service.



YORK LIPE INSUR ANCE CO., by H. Tuck, Vice-Presi

## THE MANHATTAN PETITION.

LEADING BUSINESS AND PROFESSIONAL MEN MAKE A STRONG APPEAL TO CONGRESS.

ADVANTAGES OF THE PNEUMATIC MAIL TUBE SYSTEM.

WHAT HAS ALREADY BEEN ACCOMPLISHED AND WHAT IS PROPOSED FOR THE FUTURE-WHILE CONFERRING A GREAT BOON ON THE COMMUNITY, THE GOV-ERNMENT WILL ADD LARGELY TO ITS RECEIPTS-CLOSER CONNECTION BETWEEN THE POSTOFFICE AND THE BRANCH STATIONS WANTED.

vice in this city.

New-York, January 31, 1898. Hon. E. O. WOLCOTT,

Chairman Postal Committee, United States Senate, and Hon. E. F. LOUD

Chairman Postal Committee House of Representatives,

BROADWAY

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Washington, D. C. Dear Sirs: Permit us to address the Postal Committees of Congress through you with re-

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There is now in operation in this city a circuit between the Main Postoffice in the Borough of Manhattan and the Produce Exchange. The of Manhattan and the Produce Exchange. The success of this circuit has been immediate and certain. The two additional circuits now in course of construction connecting that Postoffice with the Brooklyn Main Postoffice and the Grand Central Station respectively will accelerate incoming mails and postpone closing of outgoing mails at the offices reached by from one to two hours. The value of such a result to the business of this great commercial centre is obvious.

Vious.

If like pneumatic connection could be had with the principal sub-stations throughout the city, the results would, of course, be multiplied. In addition, however, such a system might give a great increase of value to our local mall service. As matters now stand it takes many hours for a letter to go from one part of the city to another, even under the most favorable conditions. The local telegraph service is so slow as to be disappointing. Our most rapid service for small parcels and for messages is by the District Telegraph messenger, who has become properly the city of the city to another.

a great increase of value to our local mail service. As matters now stand it takes many hours for a letter to go from one part of the city to another, even under the most favorable conditions. The local telegraph service is so slow as to be disappointing. Our most rapid service for trici Telegraph messenger, who has become provenial.

With a neumatic service connecting the principal postal stations throughout the city, supplemented by special delivery clerks at the various substantions reached, the Postoffice Dear trici Telegraph messenger, who has become provided the city, supplemented by special delivery clerks at the various substantions reached, the Postoffice Dear trici Telegraph and the local superseds both vice, conter a streat boom on this great community and at the same time exploit for itself source of larger evenue to the Department.

The pneumatic tube service, with its great carrying power, is above all adapted to the circumstances of a fense population, around centrel and the local substances of the service with its great carrying power, is above all adapted to such service than New-York By configuration, by amount of business offered by population, it is easily pre-eminent over all other American cities. We ask the promit in crease of the service here where it can be income to be presented and the hours of great a population.

If no more can be done this year we ask at least provision for a line from the Main Post-office up the west wide of Manhattan Island, as far as One-bundred-and-deventy-difficult. White the provision for a line from the Rooklyn Breaket New York By Configuration by amount of business offered by population, it is easily pre-eminent over all other controls of the provision for a line from the Main Post-office up the west wide of Manhattan Island, as far as One-bundred-and-deventy-difficult. White Postoffice to the Rooklyn Substations Postoffice to the Brooklyn Substations Postoffice to the Brooklyn Substations Postoffice to the Rooklyn Substations Postoffice to the Rooklyn Subs

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Frank formerly Post-master General, GUSTAV H SCHWAR, North German Lloyd Sa.

MANNING, MAXWELL & FRANCIS L STETSON. WM B HORNBLOW orn Exchange THE LOW MOOR National Bank, CHAS A. HENDERSON, Director Mutual Life Inby Frank Lyman, Vice

## WHAT BROOKLYN ASKS FOR.

THREE LINES OF PNEUMATIC TUBES FOR THE RAPID TRANSIT OF MAILS REQUESTED

ALL SECTIONS OF THE BOROUGH WILL THUS BE REACHED.

THE SIGNERS OF THE PETITION EMBRACE THE "FIRST CITIZEN," THE LEAD-ING CLERGYMEN, FIVE SUPREME COURT JUSTICES, THREE EX-MAYORS, THE PRESIDENTS OF PROMINENT BANKS AND TRUST COMPANIES, AND THE

FOREMOST MEN IN BUSINESS AND PROFESSIONAL LIFE. Brooklyn, January 31, 1898

Hon. E. O. WOLCOTT, Chairman of Postal Committee,

United States Senate, and Hon, E. F. LOUD.

Chairman of Postal Committee, House of Representatives, Washington, D. C.

Dear Sirs: We take the liberty of addressing ou, and through you the Postal Committees of Congress with regard to extension of the Preumatic Mail Service in Brooklyn.

The present Produce Exchange Circuit in New-York is a pronounced success; the Grand Central Station Circuit just being completed will bring the Northern, Eastern and Western mails | Gen. C. T. CHRISTENSEN, J. T. almost instantly to the General Postoffice in | President Brooklyn Trust | Dis bring the Northern, Eastern and Western malls almost instantly to the General Postoffice in New-York, the contemplated Bridge Circuit as soon as completed will be the first step in giving Brooklyn the mail service to which it is entitled by its great population. But with all our approval of this Bridge Circuit, and with full appreciation of the great advantages the Postoffice Department will thereby confer on the whole Borough of Brooklyn, we still feel that it is not enough simply to bring the mail by this rapid method to the main office and then leave it to slower methods of delivery to the various sub-postal stations throughout the Borough.

A comprehensive plan has been suggested for

A comprehensive plan has been suggested for reaching most of the postal stations in the Borough of Brooklyn, and we ask provision for

Borough of Brooklyn, and we ask provision for the operation of circuits radiating from the Brooklyn Main Postoffice as follows:

Number 1, running from the main Postoffice to Stations W. A. S and E.

Number 2, running from the main Postoffice to Stations B, D and E.

Number 3, running from the main Postoffice to Stations V. C and N

These three circuits would form the framework of a permanent system reaching throughout the whole Borough.

When cheap postal service was first inaugu-

work of a permanent system reaching throughout the whole Borough.

When cheap postal service was first inaugurated it seemed to most impossible that there could be such an amount of mail as to justify penny postage. But the demand for postal service has increased and multiplied with every provision for its supply. It is clear that there is already a great call for prompt and efficient local letter service. Local messenger and telegraph companies charging high rates and rendering inadequate service do a lucrative business, the present special delivery service occupying hours where the new pneumatic service takes minutes, has been a distinct source of revenue to the Department. It seems clear that the pneumatic mail service would instantly prove so far superior to present methods as well as cheaper as to command all business of the

SWANSTROM Esq. WILLIAM C REDFIELD.

sellent Board of Educa D. M. SOMERS.

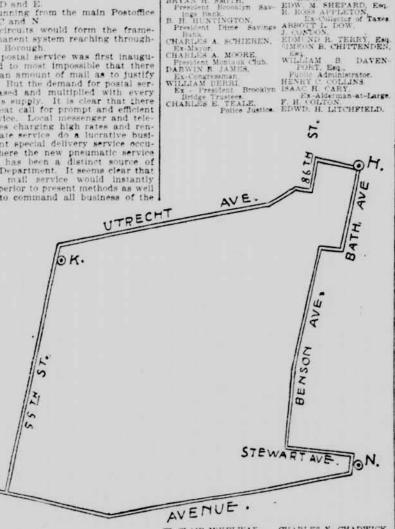
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Gen. C. T. CHRISTENSEN, J. T. MAREAN, Esq., President Brooklyn Trust County.

CHARLES T. YOUNG, President National City Bank.

WM. J. E. WITT, Esq., Ex-County Treasurer, Ex-County Mines of County Treasurer, Ex-County Tr

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President Brooklyn Sav- EDW M SHEPARD, Esq.
R ROSS APPLETON



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JOSEPH C. HENDRIX,
Ex-Postmaster, Ex-ConWildlam J. RELLY, Est.
Counsel Long Island Railroad C.
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STATEM C.
Ex-Park Commissioner
C. A. BARROW.

Gen, JAMES President Brooklyn Union
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Long Island Railroad Co. rel WILLIAM C. WAL-

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Ex-President Board of Education.

JOHN W. BEACH DOWN SEACH DOWN SHIELDS.

U. S. Commissioner. C. L. E. WATERMAN.

THOMAS P. PPIERS.
Editor "Brooklyn Times."

GEORGE H. FUSHER, Esq.

WM. CULLEN BRYANT.

Ex-Fire Commissioner.

JAMES A SPERRY.

EX-Commissioner East

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tube mail service in that city, has been prosented to Senator E. O. Wolcott, chairman of the Postoffice Committee of the Senate, and to Representative E. F. Loud, chairman of the like committee in the House, by John K. Gittens, jr., a leading citizen of Philadelphia. The petition

Philadelphia, January 12th, 1898. Hon. E. O. WOLCOTT. Chairman of Postal Committee,

United States Senate, and Hon. E. F. LOUD, Chairman of Postal Committee, House of Representatives,

Washington, D. Q. Dear Sirs: We take the liberty of addressing you, as representing the Congressional Postal

Committees, to urge the importance of extending the Pneumatic system for delivery of mails in this city, as recommended in the last annual

this city, as recommended in the last annual report of our Postmaster.

Philadelphia, as perhaps you are aware, is the city in which the Pneumatic system had its practical origin and growth. Her merchants made the experiment—for it was then an experiment—at their own expense. They subscribed the money needed to start the work. No less than threescore of our citizens gave of their time and means to carry out the ideas of the Postoffice Department in this matter.

Now that the system is a success beyond all question, other cities seem likely to reap the benefit of our labors. It is nearly six years since the first tube was built here, but New-York has already over three times the circuits that we have here. We are not monopolistic, and we have no objections to other cities being treated properly, but we do protest against Philadelphia being forgotten. Our needs should be provided for promptly and at once.

In his last annual report Postmaster Carr summed up the local situation, and came to this conclusion:

"After the extension of the pneumatic tube

After the extension of the pneumatic tube

conclusion:

"After the extension of the pneumatic tube service, as is now contemplated, to the Broad-st. station and the Reading Terminal, a further extension should be made to the central stations of the city—namely: Station A. Eighteenth and Chestnut sts., No. 1,725 Chestnut-st.; Station B. Thirty-eighth and Market sts., for West Philadelphia: Station C. Columbia-ave., No. 1,925 Columbia-ave. for the middle northwest-ern section of the city; Station D. southwest, at the northeest corner of Eighteenth and Christian sts., for the southwest district; Station J. Fairmount, Twenty-first-st, and Fairmount-ave., for the Fairmount District; Station O. Eightst and Columbia-ave., for that district, and Station P. Minth-st, and Washington-ave., for Passyunk District."

His position in this matter is heartily indorsed by the people of Philadelphia generally, and we trust that your Committees will enable us to give effect to his recommendation by making liberal estimates for a comprehensive extension of the pneumatic system here as well as in the other larke cities of the country. Yours respectfully.

DREXEL & CO. Pankers Ex-Governor Pennsylvania

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